

## 400 Temporary Bus Permits Are Voted by Board

City to Receive 5% of Profits; Transit Commission Given Partial Supervision by Terms of Resolution

### Injunction Stay Granted

Enabling Certificates May Be Withheld If Plan Fails to Bear McAneny's Scrutiny

The Board of Estimate yesterday granted temporary revocable permits to 400 operators of emergency busses on thirty-one routes supervised by the Department of Plant and Structure. Until the injunction recently granted by Supreme Court Justice Mullan made the new procedure necessary, the busses were granted day to day permits by the city, which supervised their operation and maintained with its own funds the necessary organization to direct and supervise them.

This action was taken by the Board of Estimate unanimously to forestall the shutting down of all bus routes under the terms of Justice Mullan's injunction order. It provides for the payment to the city of 5 per cent of the profits by the bus operators and requires that they shall first obtain enabling certificates from the Transit Commission.

Following the Estimate Board's action, Clarence J. Shearn, counsel for the Transit Commission, appeared before Justice Mullan with Corporation Counsel John P. O'Brien and obtained a stay of the injunction order pending appeal. Justice Mullan indicated that he would grant the stay and permit the busses to continue under the present plan provided the appeal was prosecuted promptly so that an immediate decision from the Appellate Court might be obtained.

### Objections Still Remain

Although the resolution passed by the Estimate Board gives the Transit Commission some measure of control over the busses and provides for a return to the city from their operation, it is considered doubtful whether the steps taken obviate all of the objections of the Transit Commission to the present practice. It was the contention of the commission that the day to day permits failed to meet the fundamental requirements of the franchise laws in that they provided for no payment to the city, required no bond from the operators of the busses and did not place the vehicles under the control of the commission.

Chairman McAneny was unprepared yesterday to pass an opinion on the Board of Estimate's resolution without consulting Mr. Shearn. It seems fairly certain, however, that the resolution meets only some of the criticisms raised by the Transit Commission, and that unless further concessions are

made by the city administration it will refuse to issue the enabling permits, without which the busses cannot operate after the expiration of the stay granted by Justice Mullan.

About three hundred persons attended and shared the action of the board. The Mayor seemed to be in unusual good humor, offering first to trade bus franchises for trolley franchises with Edward J. Maher Jr., general counsel for the Third Avenue Railway Company, and then poking fun at Governor Miller and the Transit Commission. Incidentally he referred to his possible candidacy for Governor in 1924, and seemed pleased with the prospect of what he could do with transit legislation if elected along with "the right kind of Legislature."

When Mr. Maher said he had tried his best to make the Mayor a candidate this year, his honor replied that he decided it best to stay at the City Hall for the time being, "so that the gang doesn't get away with too much."

The Transit Commission is willing to grant certificates of convenience on temporary permits, Assistant Corporation Counsel William E. C. Mayer informed Mayor Hylan.

"I see that the Transit Commission is becoming quite friendly," commented the Mayor. "They are willing to work with us until after election. Then let us look to ourselves. It won't be necessary to fool the voting public any longer after that. If there wasn't an election in sight you couldn't see the Transit Commission suddenly agreeing to do what it should have done long ago—co-operate with the Board of Estimate."

"Go back and tell the Transit Commission that we congratulate and commend them on their wonderful cooperation, and that we shall know thirty days hence whether it is sincere or a clever bit of acting before the several hundred thousand business," Mayor Hylan said. "Let them know that busses have come to stay, whether they like it or not."

Commissioner Whalen, who formulated the temporary permit plan, said:

"The Transit Commission is at this late date agreeing to do what we have been trying to do for the last three and a half years."

"Never mind, Grover," replied the Mayor. "Just thank them for their late conversion—real or assumed. It's never too late to mend, you know."

Then Mayor Hylan added with a chuckle: "If after election they stop this temporary permit plan, I have just one more up my sleeve, and it's a corker—a knock-out."

**Dr. Parkhurst's Income Docketed \$800 by Court**  
For a little more than a year the \$8,000 a year income of the Rev. Dr. Charles H. Parkhurst from the First Presbyterian Church will amount to only \$7,200. This reduction is due to a garnishee order, signed yesterday by Justice O'Malley, in the Supreme Court, against the income of Dr. Parkhurst and which grew out of a deficiency judgment against the clergyman in a foreclosure suit. The judgment is for \$893.

Dr. Parkhurst, while pastor of the Madison Square Presbyterian Church, was known as a great political reformer. Upon his retirement he was made pastor emeritus and the congregation voted him an allowance of \$8,000 a year. The church later united with the First Presbyterian Church.

## Hylan Subway Plan Called 5 Years of Delay

McAneny Tells Mayor City Can't Operate New Lines Independent of Old and 4-Hour Wrangle Starts

### Board Assailed by Citizens

Transit Chairman Warns His Honor He'll Be Known as "Double Fare" Executive

Charging that the Board of Estimate's insistence on municipal operation of new subway routes means only one thing—the delay of all new subway construction for at least four or five years—Chairman George McAneny of the Transit Commission yesterday told Mayor Hylan his present policy, if carried out, would result in the dismemberment of existing systems and would earn for him the title of the "double fare Mayor."

This was only one of the countless clashes which marked the special meeting of the Board of Estimate called to consider the Brooklyn Crosstown subway feature of the Transit Commission's new subway plan, upon which the board is required by law to hold public hearings. The almost four hours of wrangling among the members of the Board of Estimate and Chairman McAneny as well as the Brooklyn representatives who appeared to urge the plan resulted in no approach to an agreement and left the city administration and the Transit Commission as far apart as the poles on their respective proposals for new transit facilities.

### Bitterness Manifested

Clashes between the members of the board and those who appeared in favor of the Transit Commission's proposal were almost continuous, but the exchanges became almost bitter when Chairman McAneny insisted that adherence to the administration's plan of approving only such contracts as provided for municipal operation must necessarily delay all construction work for four or five years. He based this on the fact that no new line could be operated independently; that they must connect somewhere with existing lines; and that none of these could come un-

der municipal operation by the terms of the dual contract for that period.

"Municipal operation is not the question involved here at all," Chairman McAneny said. "You yourselves have proposed a similar route, or at least you have produced maps with lines on them."

When he intimated that the Mayor was not completely familiar with the plan which he sponsored and that some one had "handed it to him" the storm broke. The Mayor's new gavel seemed destined to go like its predecessors from the violence with which it was pounded.

"Look Me in Eye!" Shouts Hylan

"Look me squarely in the eye, Mr. McAneny," he shouted. "They don't hand me things like they do you. The transit gang hasn't handed me the plan as they did you. You're here just before election time, but you and the crowd back of you will not force me to turn these lines over to the interborough and the B. R. T. Never! Never! Not the longest day you live!"

The chairman of the Transit Commission smilingly responded that although he wouldn't convict the Mayor of negligence he might of innocence in the city's \$600,000,000 transit scheme.

A moment later Mayor Hylan was accusing Mr. McAneny of making campaign speeches at the hearing for Governor Miller and assuring him that "he couldn't get away with it" and "that he wouldn't get you a vote or the people behind you a vote."

The session yesterday was continued from the hearing on October 2, at which time Chairman McAneny's appearance before the Board of Estimate and the ensuing coulels which had seemingly been established, was hailed as an augury of peace between the two bodies. In a very few minutes after the session opened, however, it was evident that the city administration and the Transit Commission were as tightly deadlocked as ever. Mayor Hylan himself proclaimed that the only agreement possible between the two was on the matter of routes for the new lines and did not extend to the question of mode of operation or any of the other phases of the transit problem.

### Citizens Are Heckled

Several representatives of Brooklyn and Queens civic and business men's organizations appeared to discuss the route under consideration, and of each of these in turn the Mayor or Comptroller Craig or some other member of the board demanded to know where they stood on municipal operation and whether they would be content to see the city pay for the construction of these subways and permit a private corporation to take the profits of operating them.

Robert Higbee, president of the Queens Chamber of Commerce, declared that municipal operation, in his opinion, would prove to be the costliest thing the city has ever gone into and pointed to the handling of the Street

Cleaning Department in Queens as an example of inefficient municipal operation. President Connolly of that borough wanted to know more about that immediately, but it was decided to have Mr. Higbee take the matter of Queens' street cleaning up with Mr. Connolly privately.

James Sheelock Davis, former president of the Brooklyn Chamber of Commerce, declared that after the people's experience with the Board of Estimate he didn't think they would be satisfied "to have them run anything."

## 4 Policemen, Facing Bribery Charges, Suspended by Leach

Sergeant and Patrolmen Sold Protection for \$150, Complaint Filed With Commissioner Alleges

Four policemen, including a sergeant, attached to the Bath Beach station, Brooklyn, were suspended by Deputy Commissioner Leach on Saturday pending charges of bribery, it was learned yesterday. They are Sergeant James H. Noziglia and Patrolmen Walter H. Asklund, Charles H. Seifried and Walter P. Stacey.

It is alleged that on Friday, October 6, Stacey and Seifried halted an Italian on Harway Avenue and learned that he had in his wagon two barrels of wine. They were conversing with the driver, it is charged, when Sergeant Noziglia came along in a police automobile driven by Asklund and announced that he would take charge of the matter. He is alleged by the Italian, whose name police officials declined to divulge, to have demanded \$150 in exchange for immunity from arrest and prosecution for violating the prohibition laws.

The driver had only \$50 on his person, the complaint says, but agreed to comply with the sergeant's demand upon disposal of the wine. Noziglia and Asklund are alleged to have accompanied him to an address in Coney Island and after the sale of the wine collected the sum they had asked.

The matter subsequently was brought by the Italian to the attention of Inspector Daley and Commissioner Leach and resulted in the suspension Saturday of the four men accused. Their guns, shields and clubs were taken away pending a hearing. The suspensions were not made known until a Police Department order was posted at the Bath Beach station yesterday.

The facts of the case will be presented to-day to District Attorney Ruston, it was learned last night.

All of the accused policemen except Stacey have been on the force for several years. Stacey is a probationary motorcycle patrolman.

## 'Tip' Won and Lost Cantor His Fortune, Appraisal Reveals


Estate of Late President of Tax Board Valued at \$4,843 Net; Widow Named as Executrix

The late Jacob A. Cantor, for several years an outstanding figure in the official and political life of New York, whose last office was that of president of the Board of Taxes and Assessments, had the same experience as his friends, the late Senator Patrick H. McCarron and the late "Little Tim" Sullivan, the appraisal of Cantor's estate, filed in the Surrogate's Court yesterday, revealed. He made a fortune in Wall Street, and there he lost it, along with the stake that he already had when he took the tip of former Governor Roswell P. Flower and the late William F. Sheehan ("Blue-eyed Billy"), his intimate friend, when the latter was Lieutenant Governor and Mr. Cantor was leader of the Democrats in the Senate at Albany.

The tip that started "Jake" Cantor on the road to wealth was one to buy B. R. T. and Federal coal. He had little money when he left the Senate, and his transactions in the two stocks netted him profits said to have been \$250,000. He also was credited with other profitable turns.

Mr. Cantor died on July 2, 1921. His net estate was appraised yesterday at \$4,843. The gross estate was valued at \$18,921, consisting chiefly of life insurance. Mr. Cantor had debts at the time of his death amounting to \$7,887. He left no will, and his widow, Mrs. Margaret Cantor, was appointed administratrix of his estate. He also had a son and daughter.

Mr. Cantor for a long time was one of the best known Democrats in New York. He was a lawyer by profession, and during the administration of Mayor Low was President of the Borough of Manhattan. Several years ago he suffered financial reverses and lost certain real estate under foreclosure proceedings. He later suffered an attack of paralysis, from which he recovered sufficiently to enable him to fill the office of president of the Tax Board, which he held at his death.



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